

- BASA BUGLE -

Next BASA Meeting January 23rd

The next BASA meeting will be Monday, January 23rd. I didn't move quick enough to get a reservation for the last Tuesday in January, but we do have reservations for the February and March meetings Tuesday, February 21, and Tuesday, March 28.

Topics for discussion at the January meeting will be revisions to the BASA reservation rules (see the draft of new rules attached to this issue of the Bugle), and plans for upgrading our fleet with new, or at least newer, gliders (for some ideas on this subject, see the article by Charlie Hayes in this issue). If we have time, we will also show a soaring video.

The meeting will be at the International House of Pancakes, 5403 Stevens Creek Boulevard in Santa Clara (just off Hwy 280). We have the room reserved from 6PM, and the meeting will start around 7PM.



More winter flying in Norway (or maybe this was Alaska). Ice skates for ground crew are optional.

Treasurer

BASA is now debt free! The 1LV loan is paid off.

The checking account balance is \$13,272.

The insurance account balance is \$45,296.

We will be starting a new glider fund in the next few weeks, to accumulate funds for our next glider purchase.

The members with past-due accounts are **Chris deRoulet, Ricardo Mestre, John Murayama, Babu**

Srinivasan, Steve Wilsey, James D'Andrea, and Eric Teeters. Please bring your accounts up-to-date immediately to restore your flying privileges.

One additional note: Thanks for getting all your automated payments updated to the BASA P. O. Box. However, a few of the automated payments are scheduled for the 10th of the month. This leaves very little time for these payments to be received and processed before the Bugle must be printed and mailed. Please consider allowing a few extra days by scheduling your payments for no later than the 5th of the month. This will make your Treasurer's job a little easier. Thanks.

Membership Chairman

New Associate Members. None.

Sponsor Memberships. We still have one sponsor membership for sale. If you are interested in becoming a sponsor member and enjoying a \$40 dues discount then contact me (**Miguel Flores**). I again encourage associate members to consider becoming sponsor members. This will make room in the club for new associates that want to join BASA, and allows the selling sponsors to leave.

Members Leaving. James Mack has dropped out, without enough time to actually fly since he is a student.

It was another quiet month for membership. The membership count is at 71. HGC will not be selling the SSA Soaring calendars this year, so if you want one go to the SSA website.

Flight Committee Chairman

Keeping Current During Winter Months.

During the winter months the lack of good soaring weather means many of us don't fly for a month or two. Obviously, our skills get a little rusty the longer we go without flying. If you haven't flown in a while then consider taking a dual flight with an instructor for your first flight of the season. Club rules require that if you haven't flown a glider as PIC in the preceding 90 days that you must fly with an instructor to get current in

club ships. Note that this is more restrictive than the FAA requirements to be PIC.

We've turned the corner on the spring soaring season (OK, I'm being optimistic) but I did pull a glider out of its trailer and it didn't see its shadow. It's time to head out to the glider port and get current again.

Start thinking about what soaring goals you want to accomplish this summer. Are you checked out for Cross Country? The AirSailing X-C camp is May 21-26th. Are you interested in completing some badge legs? Have you participated in Wave Camp?

Pick a goal for the year and then put together a plan to achieve your goal. Let people know what you want to do. There are lots of club members that will be more than willing to help you.

Glider Locations

As of January 15, glider locations are:

DG-1000 1CH	In the shop at Williams.
Grob 36L	In service at Hollister.
Pegasus 1LV	In service at Hollister.
Schweitzer 1-34	In service at Hollister.
Pegasus 2BA	Grounded.
Pegasus 9JH	In the shop at Watsonville.

Maintenance Chairman

The word from Williams is that 1CH is almost done. We will be taking 36L up to Williams soon, and bringing back 1CH. Once 36L is done, 1LV will go to Williams for its annual inspection.

Still no sign of our aileron from France for 9JH. We will keep pestering them.

2BA is grounded until the FAA and Centrair publish a 3000-hour inspection procedure for Pegasus gliders and we have the inspection performed.

36L is developing some cracks in the front canopy around the window area. The window frame rail was also broken. This damage is probably caused by BASA pilots (or their guests) grabbing the canopy window area to open and close the canopy. **Don't do this!** The clear part of the canopy, and especially the window frame area and window frame rails, is not strong enough to be used as a handle for opening and closing the canopy. Always reach through the window and grasp the fiberglass canopy frame instead. Canopy

replacement is expensive – around \$3000 to replace a Grob canopy.

The BASA Fleet – What Should We Replace; What Should We Buy?

By Charlie Hayes

Here's my 2 cents on the fleet upgrade issue. While I am clear about my opinions, my primary intent is to get members thinking about this and offering their own opinions. Mind you that my perspective is that of an older (over 50), larger (6'1", 205 lb) pilot.

1. Planning Time-Frame. I think we should be looking at gliders that are a good investment for the next 10 - 15 years.

2. Single seaters: I say let the Pegasi trot off into the sunset. We have lost about 50% availability on these Albatrosses in the last year and I don't see things getting better. Factory support hardly exists! Although they fly nicely they aren't very comfortable for the larger pilots.

I think we need single seaters that were: (a) manufactured 1995 or later, or (b) have been completely factory refurbished in the last ten years, low time with no damage history since refurbish.

A. DG-303, HPH 304c. I like the DG-303 because of the large comfortable cockpit that also keeps the toes warm. Wolf tried out Darryl's and fit (snugly). I haven't flown the 304c or tried the cockpit out. We are looking at \$50-\$60K per, used. These come with fully automatic control hookups, easy to load Cobra trailers, good factory support and quality finishes (very good long term investment).

We couldn't afford more than 2 of these to replace the 3 Pegasi and we would still be increasing our debt by \$40-\$50K. Likely to get high, efficient usage.

B. Standard Jantar. I've heard good reports about these though I haven't flown one. I think I tried out the cockpit of Jonathan's and it was large enough, but I don't know if Wolf would fit. I don't know if they are auto hookup and usually the trailers are not clamshell. The performance is a hair less than the Pegasus. Over the years SZD support has usually been good. The real attractiveness is the price, as they can be had for \$25-\$30K (refurbished). Three of these replace 3 Pegasi with a \$20K-\$30K increase in debt. Average investment.

LS-4?? A very nice flying glider, but (like the DG-300) a little pricey for its age and on the smaller side (compared to 303) cockpit-wise.

1-34?? A good glider for new members. I don't think it would be a good match for the club if we replace the Grob with a \$100K plus two seater.

3. Replacing the Grob...IF we keep the 1-34 I like:

A. The 2-32, NEWLY refurbished. Yes, I'm serious! Although I don't like it as a trainer it meets the needs of all the big and/or tall members, is excellent for giving rides to friends and is a good match for the 1-34. It can be used as a cross country trainer (with the 1-34 tagging along) if the DG-1000 is not available. Very nicely refurbished at \$50-\$60K.

Debt increase of \$20-\$30K. Average investment.

B. Grob Twin III, ASK-21, DG-500. These can be found in the \$70-\$80K range (in excellent condition).

The Twin III were manufactured into the early 90's, have a Discus style wing with better than ASK roll and the large Grob cockpit. The useful load is close to the DG-1000 if no damage history. Grob factory support in the U.S.

The ASK-21 has very good handling and versatility. Its load is up to the DG-1000's though the cockpit is only long enough for pilot's 6'4" or less. Performance is on the low side for the cost at 33:1. Nearly everyone who has flown these likes them.

The DG-500 is the 505's older sister. It has the best performance of the three by a small margin over the Twin III. The cockpit is similar to the DG-1000's.

The biggest problem with these three is availability on the used market. The Twin III appears once or twice a year in the U S, usually in the self launch version at about \$80-\$90K. The engine could be removed and sold at a \$5-10K savings. The Twin III that was in Wings and Wheels for \$75k in the UK lasted a week before it was sold, an indication of highly prized they are.

Jim Indrebo's ASK-21 is available (in average condition).

DG-500's appear occasionally in Europe, rarely in the US.

Debt increase is \$35-45K. These are good investments.

C. If we sell the 1-34 and Grob.....Buy a new 2 seater - lots of positives - one negative \$\$\$\$\$!

DG-505 probably \$110K if equipped like 1000.

DG-1000 - additional 20K in version comparable to the 505

New Duo Discus - (as compared to the DG-1000) better handling, quieter, less comfortable, improved safety features but not quite up to the DG-1000's standards, similar price.

DG-1000 and Duo excellent investments, DG-505 good. Debt increase \$60-\$80K and one less seat.

Regards,

Charlie

Editor's note – As Charlie has pointed out, this article represents his own opinions on the subject, but it is a very thorough and useful outline. We will be discussing this further at the next couple of BASA meetings, and members are also invited to submit comments by e-mail to the Executive Committee. Also, you can post comments on-line on the BASA website (see the "comments" link after each article on the website).

BASA 2006 Calendar

A tentative 2006 Calendar for BASA is attached.

Upcoming events for the year will include:

PASCO Cross-Country Seminar at UC Berkeley. We don't have a date for this yet, but this is usually held on a Saturday in February or March. This is usually a good event for those who are thinking about starting cross-country flying, as well as those who are already cross-country pilots.

BASA Wave Camp. Dates for this have not been finalized yet, but based on the success of last year's camp in early April, we will probably go with that time frame again.

AirSailing Thermaling Camp. This will probably be held during the week of May 15 to May 19.

AirSailing Cross-Country Camp. This will be held May 21 to May 26.

Parowan Safari. No date has been set for this yet, but the last two years we went the week before July 4. If we go with that schedule again this year, that would put it June 24 to July 4.

Truckee Bash. BASA is the host this year, so we get to set the date – July 15.

BASA Reservation Rules

A draft of proposed revisions to the BASA Reservation Rules is attached to this issue of the Bugle. We will discuss these at the next couple of BASA meetings. Also, please feel free to e-mail your comments to the members of the Executive Committee.

Glider Tie-Downs at Hollister

A couple of weeks ago, **Charlie Hayes, Scott Boynton, Charles Haynes** and **Harry Fox** put in some new tie-down cables and chains for our gliders at Hollister. In the last storm, it was becoming obvious that the rusty old chains and hooks on those tie-down spots just were not working (36L managed to shake off its chains entirely in that storm, and almost went flying on its own).

The current tie-down set-up is:

1. For 36L, there are new chains sized to keep the glider snug, with carabineer-type links at the top of each chain. The chains run vertically down to new steel cables that run between the permanent tie-down rings mounted in the pavement. Screw the links shut when you put the glider away (but don't screw them so tight that the next guy will need a wrench to loosen them). For the tail boom, there is a tie-down strap that goes on the permanent steel ring mounted in the pavement. Park the glider so the tail boom is centered over the permanent ring, and anchor the strap to the ring.
2. For the 1-34, there are also new chains sized for the glider, and a strap for the tail. Park the glider so the tail boom is centered over the permanent ring mounted in the pavement, and anchor the strap to the ring. The chains for the wings have carabineer-type links at the top similar to 36L, and these links should be screwed shut (but not too snug) when you put the glider away.
3. For 1LV, there are new steel cables that run between the permanent tie-down rings mounted in the pavement, so that the tie-down ropes at the wingtips can run vertically down to the steel cables. This allows the tie-down ropes to be much more snug. If we can find some metal links that will go through the tie-down holes at

the wingtips, we will convert this tie-down to chains as well. When tying down the wingtips, place the tops of wingstands so that they run mostly parallel to the wings and do not touch the ailerons. If the wingstands are allowed to impinge on the ailerons, this puts stress on the ailerons and control linkages, which is not good. The tailboom should be centered over the permanent ring mounted in the pavement, and the tie-down strap anchored to that ring.

There should also be wheel chocks for all the gliders.

The BASA maintenance trailer is in a fenced storage area on the north side of the Gavilan Aviation hanger (not the Gavilan College hanger).

Glider Operations at Hollister

The new owner of Hollister Gliding Club, Quest Richlife, has asked us to pass on some information regarding current procedures at Hollister:

The new phone number for HGC is:831-632-6235. It's a cell number, and I'll have it in my possession most of the time.

Please use the following simple procedure when you come to fly at Hollister (it's very similar to what was in place before the move): 1) Go to the eastern gray container. The door may be rolled down, but it will be unlocked on the days that we operate. 2) You will find a stack of colored tow numbers and a sign-in pad near the payment box. Take any number and write that number plus your name on the pad. 3) When you go fly, hold your number up for the tow pilot to read. (If you forget to take a number, or forget to hold it up for the tow pilot to see, please try to get a name or number to the tow pilot over the radio). 4) When you're all done, go to the payment desk and get a blank receipt (Also found in the gray plastic bin). Fill it out and write your tow number at the top. 5) Paper clip together the receipt, the check (or a completed pink credit card slip, also in the gray bin) and the colored tow number (so no one else can use that number that day).

6) Slip them all into the locked payment box. That's it!

Thirty seconds of time will save me thirty minutes of detective work!

This procedure will be written and posted on the wall within a few days. Thanks.

Happy Soaring -- Quest.

Executive Committee

President –	Harry Fox
Vice President –	Scott Boynton
Treasurer –	Charles Hanes
Flight Committee Chairman –	Jonathan Hughes
Maintenance Chairman –	Matt Gillis

Flight Committee

Chairman –	Jonathan Hughes (CFIG)	
Members:	Jim MacDonald	Stan Davies
	Peter Reischl	Steve Ascher (CFIG)
	Harry Fox	Hans Van Weersch
	Jim Goetsch	Miguel Flores

Approved CFIGs:	Drew Pearce (H)	Brett Hinze (H)
	Russell Holtz (H)	Charlie Hayes
	Jonathan Hughes	Steve Ascher (T)
	Joe Silvestri (T)	Mike Johnson (T)
	Jan Driessen (T)	Doug Lent (T)

Club Aircraft

DG-1000 (451CH) –	Matt Gillis
Grob 103 (3836L) –	Peter Reischl
Pegasus (642BA) –	Dave Bingham
Pegasus (599JH) –	Frank Jenkins
Pegasus (101LV) –	Pat Healy
SGS 1-34 (7632) –	Scott Boynton

Ship Captains

Matt Gillis
Peter Reischl
Dave Bingham
Frank Jenkins
Pat Healy
Scott Boynton

Other Volunteers

Membership Chairman –	Miguel Flores
Website Maintenance –	Jeremy Zawodny
Insurance Chairman –	Dave Walker
Wave Camp Chairman –	Hans Van Weersch
Equipment Registration –	Eb Lemcke

Officers

Miguel Flores
Jeremy Zawodny
Dave Walker
Hans Van Weersch
Eb Lemcke

Regional Officers

Parachutes Officer –	Dave Walker
Instruments/Electrical –	Clyde Cotterell
Maintenance Trailers –	Michael Nelson

Hollister

Dave Walker
Clyde Cotterell
Michael Nelson

Mountains

Steve Ascher
Clyde Cotterell
 open